indoor floor crossmember **40**. Further, the battery case **70** extends from a position located forward of the indoor floor crossmember **40** to a position located rearward of the indoor floor crossmember **40** and forward of the outdoor floor crossmember **42** (i.e., to a position within the range **94** shown in FIG. **7**). Arranging the outdoor floor crossmember **42** rearward of the indoor floor crossmember **40** allows the battery case **70** to extend into the range **94** and enables a size increase of the battery case **70**. This enables an increased capacity of the main battery housed in the battery case **70**.

[0035] Further, in the body **10** of the embodiment, the indoor floor crossmember **40** connects the left rocker **30** and the right rocker **32** to each other, and the outdoor floor crossmember **42** connects the left rocker **30** and the right rocker **32** to each other. In other words, the indoor floor crossmember **40** is directly joined to the left rocker **30** and the right rocker **32**, and the outdoor floor crossmember **42** is directly joined to the left rocker **30** and the right rocker **32**. The outdoor floor crossmember **42** is located rearward of the indoor floor crossmember **40**. Thus, as shown in FIG. **3**, in the planar view of the underbody from above, the indoor floor crossmember **40**, the outdoor floor crossmember **42**, the left rocker **30**, and the right rocker **32** constitute a substantially rectangular frame. This frame is highly rigid. Thus, in the event of a lateral collision to the vehicle, deformation of the left rocker **30** and the right rocker **32** is mitigated. As shown in FIG. **7**, the battery case **70** is located between the left rocker **30** and the right rocker **32**. Since the left rocker **30** and the right rocker **32** are less likely to be deformed in the event of a lateral collision to the vehicle, a load applied to the battery case **70** is mitigated. Thus, the battery can be suitably protected.

[0036] Further, in the body **10** of the embodiment, the left reinforcement **60** is disposed above the left rear side member **50**. The front end of the left rear side member **50** is joined to the outdoor floor crossmember **42**. The left reinforcement **60** is joined to the indoor floor crossmember **40** and is also joined to the rear floor panel **20***b* above the left rear side member **50**. In this configuration, the left rear side member **50** is reinforced by the left reinforcement **60**. Thus, deformation of the left rear side member **50** is mitigated when a rear-collision occurs to the vehicle. Further, at the inclined portion **50***x*, the left rear side member **50** is inclined to shift upward toward the rear end of the vehicle. Thus, a rear end of the left rear side member **50** is located above a portion of the rear floor panel **20***b* that is located frontward of the outdoor floor crossmember **42**. Thus, when a rear-collision occurs to the vehicle, a moment load is applied to the portion of the rear floor panel **20***b* that is located frontward of the outdoor floor crossmember **42**. Since the left reinforcement **60** is joined to the indoor floor crossmember **40** and is also joined to the rear floor panel **20***b* at a position rearward of the outdoor floor crossmember **42**, the moment load applied to the portion of the rear floor panel **20***b* that is located frontward of the outdoor floor crossmember **42** can be reduced. In particular, since the left reinforcement **60** is joined to the upper surface of the indoor floor crossmember **40** which is located above the rear floor panel **20***b*, a height difference between a collision point (the rear end of the left rear side member **50**) and a support point (the front end of the left reinforcement **60**) is small, which efficiently reduces the moment load. The moment load can be reduced also by the right rear side member **52** and the right reinforcement **62**, in the same manner.

[0037] Further, in the body **10** of the embodiment, the left reinforcement **60** includes the high rigidity portions **60***a*, **60***b*. Thus, the left reinforcement **60** is highly rigid and can suitably reinforce the left rear side member **50**. Further, the low rigidity portion **60***c* is disposed between the high rigidity portions **60***a* and **60***b*. Thus, when a rear-end collision occurs to the vehicle, application of an excessive load onto the joint site between the left reinforcement **60** and the indoor floor crossmember **40** is suppressed. This prevents the indoor floor crossmember **40** from being excessively deformed. Since the right reinforcement **62** has a similar structure, similar effects can be obtained.

[0038] Further, in the body **10** of the embodiment, the left reinforcement **60** extends to a position rearward of the rear floor crossmember **44** and extends to a position above the horizontal portion **20***y*. Arranging the left reinforcement **60** to extend up to the rear part of the vehicle enables the left reinforcement **60** to more efficiently reinforce the left rear side member **50**. Further, joining the left reinforcement **60** to the left wheel house panel **34** enhances this reinforcement effect. Since the right reinforcement **62** has a similar structure, the right reinforcement **62** can also efficiently reinforce the right rear side member **52**.

[0039] Some of the technical elements disclosed herein will be listed below. It should be noted that the respective technical elements are independent of one another, and are useful solely or in combinations.

[0040] In an aspect of the body disclosed herein, the body may further comprise a rear side member and a reinforcement. The rear side member may protrude downward from the floor panel, be joined to the outdoor floor crossmember, and extend rearward from the outdoor floor crossmember along one of the side edges of the floor panel. The reinforcement may be joined to the indoor floor crossmember, extend from the indoor floor crossmember to a position above the rear side member, and be joined to the floor panel at the position above the rear side member.

[0041] This configuration enables the reinforcement to reinforce the rear side member. Thus, collision durability of the vehicle against a rear-end collision can be improved.

[0042] In an aspect of the body disclosed herein, the reinforcement may comprise a plurality of high rigidity portions which is arranged along a right-left direction at intervals and extends along a front-rear direction, and a low rigidity portion located between the high rigidity portions.

[0043] This configuration can ensure the rigidity of the reinforcement and prevent an excessively high load from being applied onto the indoor floor crossmember in the event of a rear-end collision to the vehicle.

[0044] In an aspect of the body disclosed herein, the floor panel may comprise a first inclined portion that extends so as to shift upward toward a rear end of the electric vehicle in a range rearward of the outdoor floor crossmember. The rear side member may comprise a second inclined portion that extends so as to shift upward toward the rear end of the electric vehicle along the first inclined portion.

[0045] In this configuration, the reinforcement reduces a moment load that is applied to the floor panel through the rear side member in the event of a rear-end collision to the vehicle.

[0046] In an aspect of body disclosed herein, the floor panel may further comprise a horizontal portion located